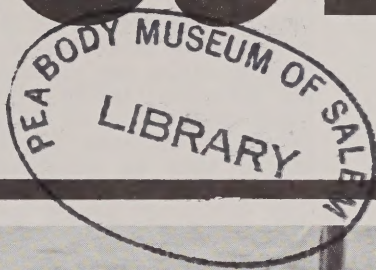


*Twice a Month!*



# **messing about in BOATS**

*Volume 3 ~ Number 7*



*August 15, 1985*







# Commentary

BOB HICKS



## messaging about in BOATS

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## Our Next Issue...

Will include impressions of sailing Jay Moore's Elver canoe yawl; a day aboard a Fenwick Williams catboat taking part in the 19th annual Crocker Race off Manchester, MA; another afternoon of first experience sailing on a Hobie Cat with Chuck Wright; some paddling in Buzzards Bay; a look at the islands and marsh paddling/rowing/sailing opportunities in Barnstable Harbor; an all-encompassing survey of available recreational rowing shells; the story on the Pawcatuck River Race; and maybe the story on a cruise out into Long Island Sound with the Connecticut Oar & Paddle Club. If I get to them all. If there's room for them all.

## On the Cover...

LIDCO is the oldest working wooden tugboat in Boston Harbor, and led the parade of tugs down the Harbor on July 6th at the Tugboat Muster organized as part of Boston's week long Harborfest. The tug had just been relaunched the day before from a month-long refitting. LIDCO was built in 1930 and has been working ever since. More on the Muster in this issue.



*"Gimmee access..."*

At last the voices of the environmentalists have been heard with respect to saving our shorelines for public enjoyment, before private development swallows up all the best access. Municipal and state agencies are getting to work on shorefront/waterfront planning that will control commercial and residential growth and guarantee public access of all sorts, not just for boats. A great deal of waterfront access has already been lost to private development and typically, the public is only now at the last minute finally indicating to the politicians that it wants not to be shut away from the shoreline.

Harborfests are the current way of raising public awareness. Activists in many communities are organizing these sort of waterfront fairs to draw public attention to the endangered waterfronts. Up and down our New England coast these harborfests are happening this year, Boston had a week long one, Salem a one day one, Norwich will have a harbor day this month, etc. Some towns have done this low profile for years, but now the mass media has discovered it so the idea spreads fast.

Boston Harbor has some big, big problems, particularly in sewage disposal. The Boston media has been totally blanketing the recent issue of where in the harbor to build a new sewage treatment plant. This major "living" problem of any urban area has tended to overshadow the recreational uses of the harbor, but the press of development demand along the waterfront, for high rise condos for the much maligned young urban professionals to roost in, has forced city planning for a waterfront park that will stretch from Charlestown at the old Navy Yard, all around the inner harbor to Castle Island, some 7 miles of parks, walkways, etc.

It looks like a rerun of the Boston parks planning that went on 80 years ago that resulted in the existing collection of nicely planned (though not so well maintained) city parks, this time looking outward to the water. In this issue are several reports on activities that emphasize this subject of public access to the waterfront, the events were entertaining and informative while being used to raise public awareness for the necessary political pressure needed to get such frills into hard pressed budgets.

Public access is a hot subject on our most heavily populated coastlines. Those cities and towns outside the immediate press of urban population tend to "lock up" those portions of their shorelines still in public ownership by restricting parking to residents and forbidding on-street parking anywhere near to the shore. Make it hard enough on the "outsider" and he'll go away. This elitism is certainly understandable, I've got mine right here, you go find yours somewhere else.

Everyone with a boat who does not live in a shore community has a problem getting into the water. Rent expensive marina slips. Try to get a mooring in a crowded harbor. Keep your boat at home and trailer to a "public" ramp. The latter is the least costly alternative, but often those "public" ramps, if not built with the help of state funds, are "public" only to residents, at least during the Memorial Day to Labor Day season. And the ramps do tend to cater to motorboat needs, again the majority use. Sailors, oarsmen and paddlers often find the ramp locations not particularly attractive for them, low bridges, busy motorboat traffic, that sort of thing.

Yet, there's still opportunity if you look hard. A couple of years ago some Massachusetts north shore small craft people located about 50 public (any public) places from which small craft (car top or trailer) could be legally launched. Some were carry in only. Some had useable ramps. Many were free, some had parking fees. But they were there. A recent article we published on Cape Cod's Pleasant Bay mentioned plentiful access and parking not well publicized. You may not find a place just where you'd like, but you can find access. And so what if there's a parking fee? It really baffles me to hear the upscale professional with his \$1500 kayak complaining about having to pay \$3 to park his \$12,000 car for the day where he wishes to go paddling. Or the guy with the \$5,000 daysailer begrudging the ramp fee.

Whatever one may feel about the motorboat crowd (and it is a crowd), they are the people who gladly pay to play, their boat taxes are used (in part anyway) to provide public access, they drive to the ramp, pay the man and get on with their boating.



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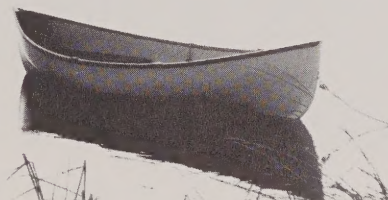
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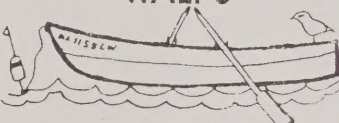
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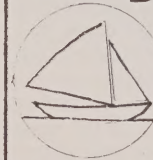
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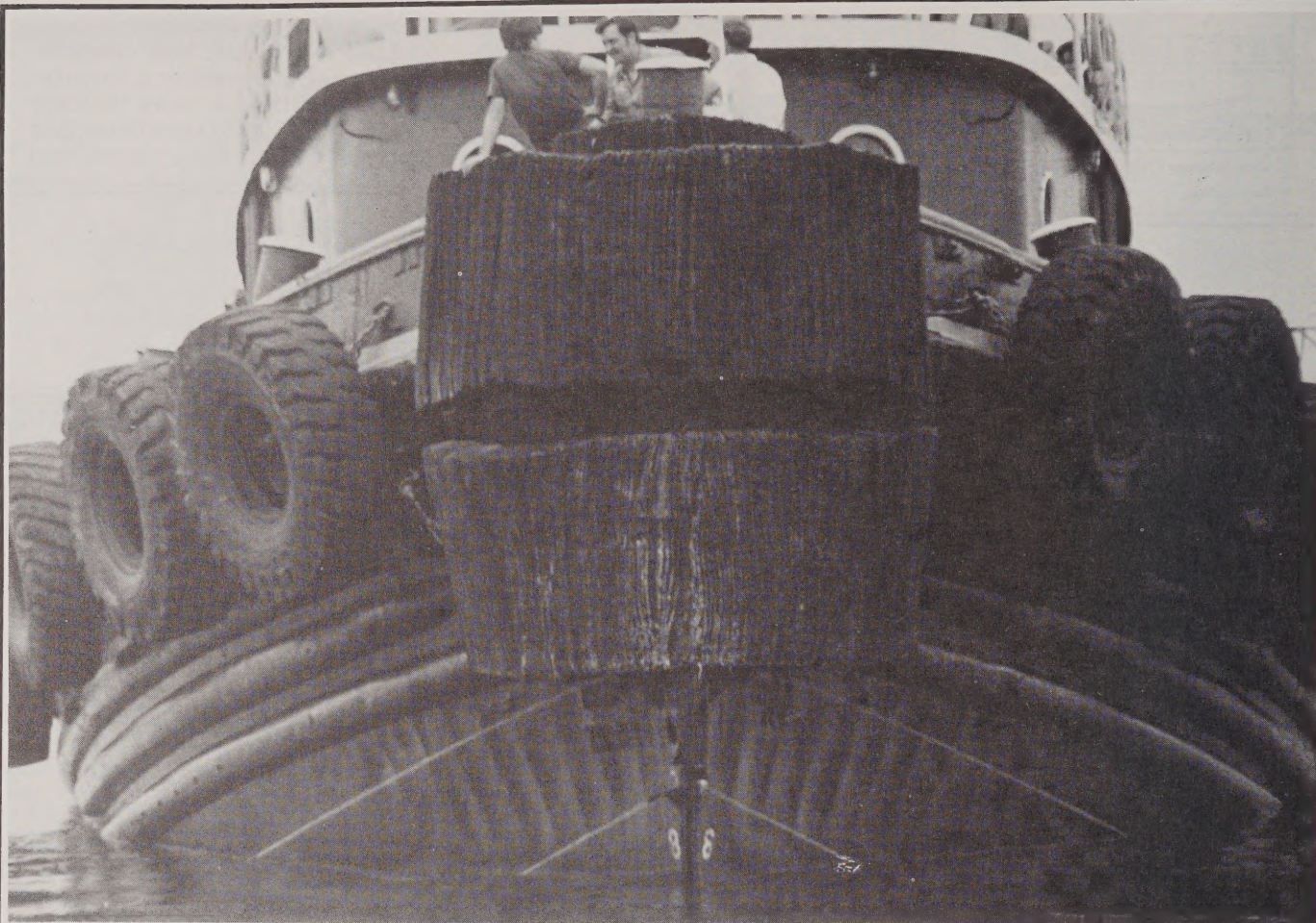
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## Boston Harborfest

# Tugboat Muster

Report by Hugh Ware  
Photos by Bob Hicks

Boston, Mass. on July 6th was hot and humid, but still beautiful down on the harbor. I found Pier 4 in the old Boston Navy Yard in Charlestown with the help of good directions from femme National Park Ranger. The Yard is an interesting mix of ancient, rundown buildings and others all spiffied up as condominiums. There's plenty of parking. Walking out on Pier 4 I see a busy scene. The harbor nearby seems so full of boats that the other side is out of sight. The pier is well populated with most on hand watching the gathering of tugboats. A large white research ship dominates the scene, it is NOAA's MT. MITCHELL. But, tugboats are everywhere, tied up at the pier or afloat on nearby waters. And many official craft are in evidence, police, fire, state marine enforcement. The Coast Guard has its buoy tender WHITE HEATH here along with smaller craft. A spectator fleet circles outside like Indians while big tugs drift placidly or maneuver deftly when necessary.

The surrounding scenery is real nautical. To the south on the opposite shore the Coast Guard base is full of cutters, new and old, the last two lightships in the U.S. and the square rigged sail training ship, EAGLE. Flags, bunting

and a large striped tent all signify this is celebration time, Boston's Harborfest. To the west the spars of Old Ironsides, the U.S.S. CONSTITUTION rise over a WWII memorial destroyer. View to the north is wall-to-wall with tied up barges and small tankers. They seem better painted than memory recalls from the past. New hi-tech paints? Boston Towboat tug coming downriver from Charlestown or Chelsea, it's not coming to the muster as BT is not sending any tugs. All the BT berths over in East Boston are empty so entire fleet must be at work.

My late arrival meant I missed the parade down the harbor to Castle Island, but it was in time (planned that way) for the tugs pushing/pulling contests. (I believe the British call this "bunting"). Apparently pairings are made up by size and horsepower. Two tugs go nose to nose or stern to stern and are lashed together. Then usually one bullies the other around until the gun sounds. Then dirty smoke from diesel stacks, white water astern and much back and forth movement for some minutes. When winner becomes apparent, it is announced by cheers and hooting horns for onlooking tugs. The conditions for determining the winner are not always obvious. Interesting to note

was that newer tugs, which often won, made much less whitewater astern. A clue here to something?

I count the bigger tugs at the muster, seven. KAREN TIBBETTS and MATTHEW TIBBETTS of Boston Fuel are good looking, well kept craft. CAPTAIN BILL was HARTFORD but recently renamed after skipper's son who died in a rescue attempt). DOROTHY M. SATURN, THE BIG TOOT (honest!) and the biggest and brawniest, SHEILA MORAN (SEA ROBIN, the really biggest, did not enter contests, no contest). Amongst the dozen smaller tugs, smallest is pushboat SKIPPER, which could fit on stern of SHEILA MORAN crosswise with room to park a VW. Maybe two.

While the tugs are at play, others are at work. A big barge, OCEAN 155 comes up harbor with a big Boston Fuel tug alongside and an even bigger tug, CORSAIR, astern, probably more tonnage and horsepower at work than amongst all those at play. Nice to see them working close up.

Best contests? Between tugs GUIDO and SUCCESS, each about 45 feet long. One looks like a motorboat. Each wins one contest. Much horseplay and psychological warfare. Suspect dialog some-





Above: View from bow of SEA ROBIN. At right: Downharbor parade; Captain Fournier of CAPTAIN BILLY enjoying the day. Nose to nose, 3500 horsepower applied.



thing like this: "Let's try 2,000 rpm. Ah, got him! Now let's drop back to 1,500 and he can push us around a bit. It'll make him feel good. Now we'll hit him with the works. Full throttle! Oho, he's still pushing us around! Carlo, you'd better override that governor or we're gonna lose!" Loser gets can of beer from winner. One deckhand cheers on his boat, much body English and vitality. Good marks for expressionism.

Even tiny SKIPPER enters on of the pushing contests, loses badly. It's a one-man operation so deckhand from other boat jumps aboard and ties off and delivers beer.

Muster organizer Pat Wells of the Boston Educational Marine Exchange got the ideal from childhood recollections of firemen's musters. She'd done her homework, knows Peter Sceptre and Steve Lang, authors of great tugboat book, ON THE HAWSER. Neither were on hand. The tugmen seemed pleased with the day. One skipper was spotted fishing a length of blue ribbon out of the water while being razzed by mates. Did he drop his trophy? As I head home I feel good, almost enough tugboats for one day for this tugboat nut.





# SEA ROBIN's Southern Hospitality

Report & Photos by Bob Hicks

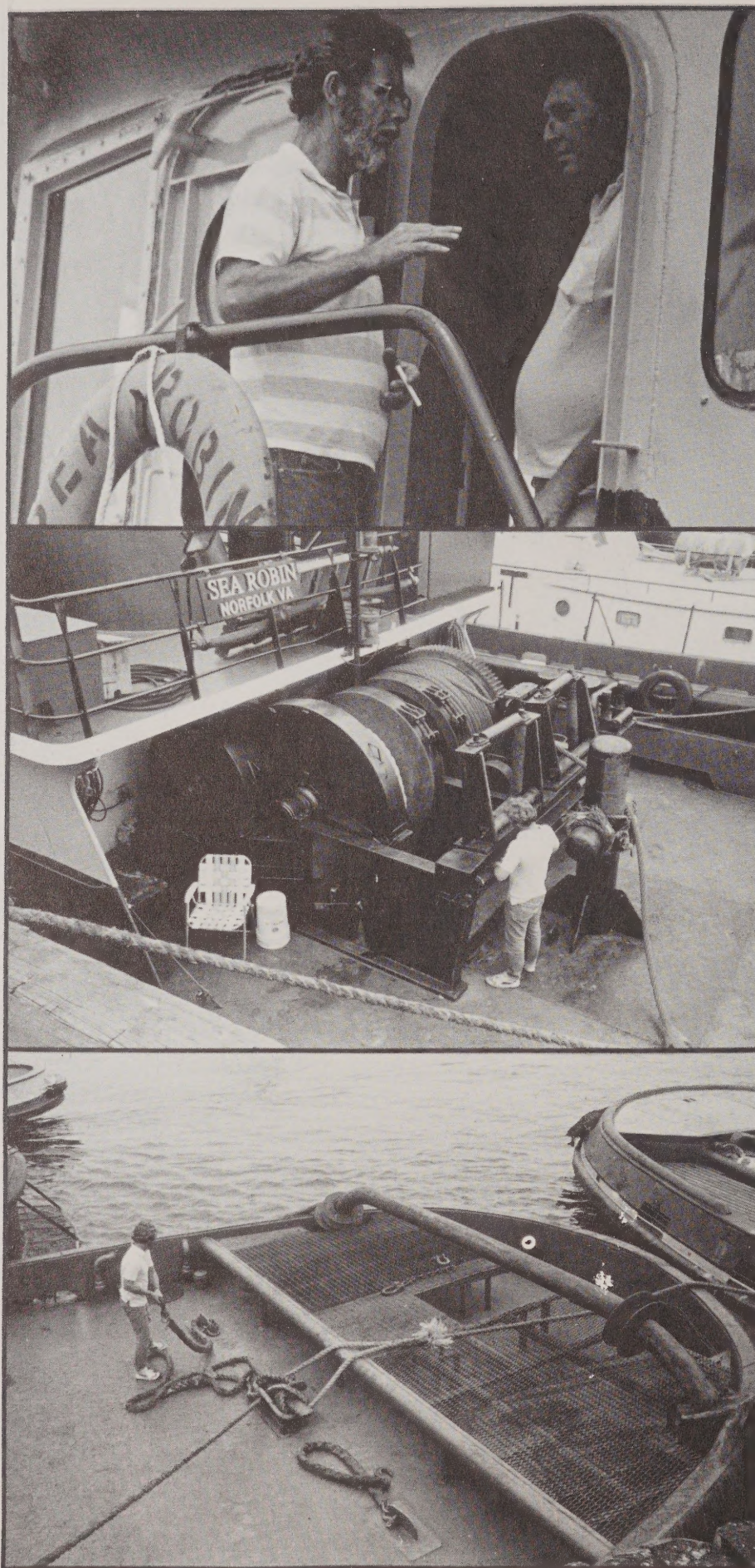
My efforts to arrange for a ride down the harbor in the tugboat parade at the July 6th Tugboat Muster turned out to be superfluous when the skipper of the SEA ROBIN, tied alongside Pier 4 at the Charlestown Navy Yard stepped onto his bridge deck and announced, "Any of you folks like to go along for a ride come aboard." Immediately a scramble began over the iron pier rail and down a shaky wooden ladder to the SEA ROBIN's deck. About 75 came aboard and we were amongst them.

SEA ROBIN is an ocean going tug, based in Virginia. She had arrived in Boston with a tow of sugar barges from Florida for the local Domino Sugar Co. She had come up the coast outside all the way. "We haul from Galveston all along the coast to New England," skipper Shelton Raye Foster explained to us. His tug was far too big to participate in the fun and games, but it did bring up the rear of the 20 boat parade down the harbor, and was a marvelous floating grandstand for the 75 locals who accepted the invitation aboard.

Prior to the parade we had a look around this craft. 99 feet long, 30 foot beam, 10 foot draft, two 1,700 hp diesel engines, a monster cable winch on the rear deck. Down in the engine room the two big diesels clattered away even at an idle, the engine room chief standing beside these monsters smiling in the racket, a clean, orderly and effective looking collection of muscle over which he administered. SEA ROBIN displaces 199 tons and hauls thousands of tons of cargo on barges. Set up as a working craft, she had no provisions for "public safety" but the skipper seemed unconcerned about it, and the public that came aboard seemed to realize that they were on their own here to stay away from any of that gear that could be dangerous to the uninformed. It was a great ride. The southern hospitality of Captain Foster and his crew will certainly be remembered by this group of Bostonians.

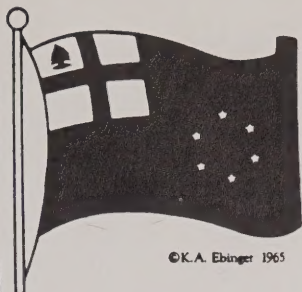
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From top: Skipper Shelton Raye Foster (right) welcomed the public aboard his SEA ROBIN. Massive rear deck winch for towline and line guide spools on stern horse. Big stuff.



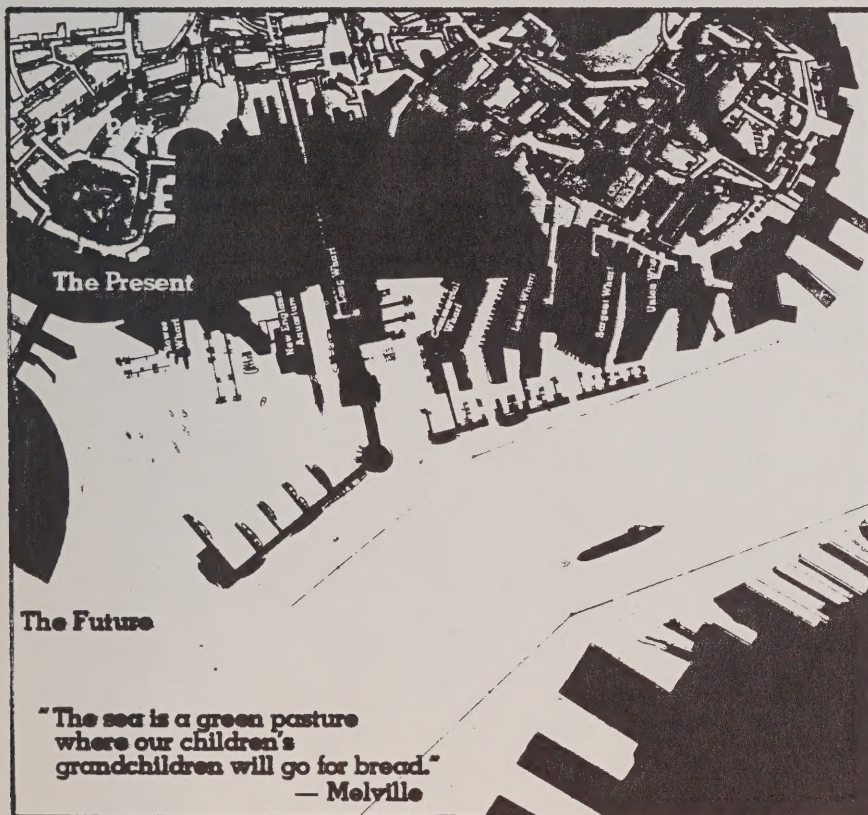


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## Boston Educational Marine Exchange



The Boston Educational Marine Exchange is a non-profit association of people who care about Boston Harbor and the sea beyond; the ships, people and all the life dependent on it. To improve the Harbor through a lively exchange of information and effort, they have joined together to:

Restore the city's lost orientation to the sea.

Improve the condition, appearance and use of the Harbor as a dominant commercial center.

Establish a marine exhibit in the Harbor on the waterfront.

Create an information and communication center to coordinate, plan and monitor Harbor activities with other interested organizations and institutions related to the sea.

Stimulate interest in young people to pursue careers related to the sea.

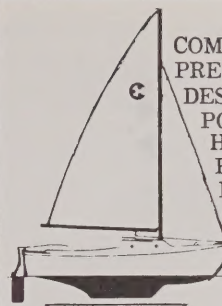
Ian Menzies, a BOSTON GLOBE columnist, summarized the Boston Harbor situation succinctly as follows:

"Boston is a port city. It is the sea. It is ocean going ships moving up and down channel. It is tough, powerful little tugs, scurrying about their business. It is the pilot boat. It is trawlers unloading at the fish pier, lobstermen nosing into Fort Point Channel.

Boston is also a harbor. It is ferries, sightseeing boats, trips to the islands. It is OLD IRONSIDES, sail and power boats, crowded finger piers. It is the Provincetown boat, waterfront parks, a beach or two and a bench at City Point.

The danger is that the city may suddenly wake up one day to find that the harbor, apart from a small waterfront park, has disappeared behind a wall of affluence."

For more detailed information on the Boston Educational Marine Exchange and the future of Boston Harbor, write to them at 54 Lewis Wharf, Boston, MA 02108 or phone (617) 523-7611.



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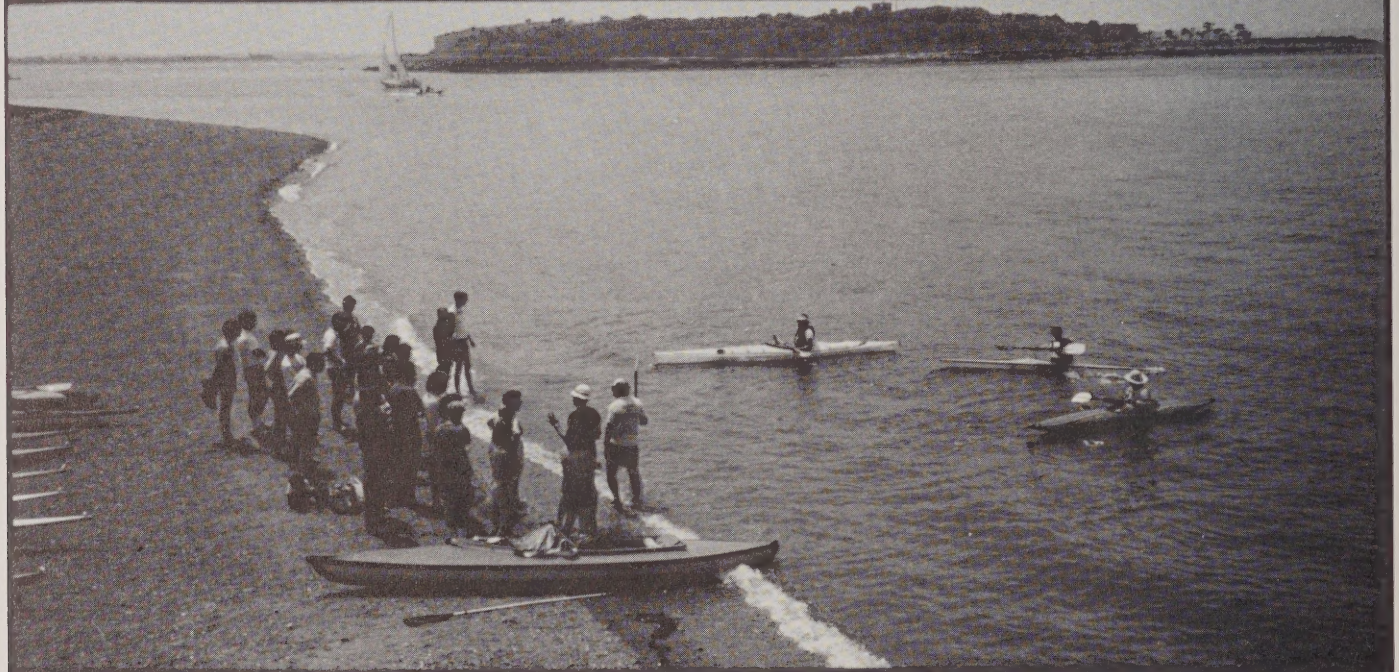
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Report & Photos by Bob Hicks

## Boston Harborfest

# Kayak Workshop

Boston's Harborfest tried to have something for everybody, and one of the hundreds of scheduled events was the sea kayak tryouts on Lovell's Island out in the Harbor on July 7th, last day of the week-long celebration. The chance for the public to try out sea kayaking under controlled circumstances was a co-op effort between the MDC Parks people who manage Lovell's and Dave Anderson and Bob Walker of Aqua\*Ventures, who import the British McNulty sea kayaks. Dave and Bob rounded up a dozen sea kayaks and a back up of a half dozen shorter slalom type kayaks, along with all the gear, PFD's, paddles, spray skirts, etc. They conduct summer outings on Boston Harbor for hire and so are more lavishly equipped with useable gear than the private kayaker or even the canoe/kayak shop owner.

Last year's initial effort at introducing sea kayaking to the public was one of Lovell Island's best attended organized events according to the Island's manager, so this year it was included into the Harborfest calendar. Interest again ran high, trying out the "little boats" in the sheltered shallow waters along the Lovell's bathing beach was irresistible to many who arrived hourly on the inter-island free water taxi service. Right by the dock was the action, and the first boatload to come ashore turned out 30 persons who gathered to heed a ten minute basics lecture and demonstration followed by try-it-yourself experiences. Several friends and customers of the Aqua\*Ventures team were at hand to assist and to patrol to rescue the occasional capsizer. The latter were never a problem due to the quite shallow and fairly well protected waters close to the beach. Every hour from 11 a.m. to 3 p.m. the program repeated for a new group and it all went very well. Maybe 150 people had a go at paddling a kayak, and more than a few were already experienced to some degree, taking advantage of the day to try out new boats in new surroundings.

While the organizers and their fleet and some of their help rode over to Lovell's from Hull on the MDC landing craft (as did I last summer) there were some who paddled in from the mainland, including me. When Bart Hawthaway called to tell me he and a few friends

were going to paddle over from Hull about 9 that morning I gladly accepted his invitation to go along, good experience for this beginner with skilled companions.

The paddle over early in the morning was uneventful, relatively flat calm sea, not much boat traffic yet. As I did near Lovell's I noted the Provincetown boat coming down the channel from Boston between George's and Lovell's, so I discretely paddled alongside George's until the big boat and its big wake had passed by. Big boats approaching on the water are very deceptive, they get to you much sooner than you tend to think they will. My conservative act (I was alone at this point) was certainly sensible, but the experiences going back mid-afternoon made this modest encounter with big boat and wake pale into insignificance.

Yet, my little paddle of about 2 miles was pretty modest when compared to some. Don & Janice Jones paddled over from Winthrop, about 5 miles across the main ship channel, complete with their dog in Don's homebuilt double. And Benson Chapman also came across from the north side of the harbor, alone in his double Folboat style homebuilt, complete with his latest kayaking garb, bib overalls. Benson does a lot of solo paddling about in his big stable boat, sitting up on the rear edge of the cockpit for a better view.

So what was it about going back for me that became so gripping? The tumultuous sea built up from hundreds of wakes from all directions reflecting off several nearby islands to boot. And the steady traffic of powerboats and big sailboats. When Bart called me to say they were heading back about 2:30 (to beat the late afternoon traffic jam on the Southeast Expressway of Cape Cod weekenders returning to Boston) I felt a bit like I was heading out into that rush hour traffic on a highway on a ten speed bicycle, planning to not only get into the traffic going my way, but eventually cross over the opposite traffic stream coming out of Hull Gut. On, my.

We threaded across the channel from Lovell's to the northern tip of nearby Georges, waiting for openings between the incessant powerboat traffic down this particular channel, which leads directly from inner Boston Harbor towards the

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south shore and the Cape. As we approached the tip of George's, Bart, who was keeping an eye on me for my own sake, hollered over, "This'll get a bit lumpy here, your boat'll want to go all ways, just relax-x-x-x and go with the flow." Swell! Up ahead this watery panorama of shifting three foot humps, haystacks in motion, rising, subsiding, moving out, moving in. Well, the rest had gone through and Bart was enjoying it, so go for it. Although quite whiteknuckled and grim of visage (according to Bart) I heeded his advice and it worked out all right. No boats here in this close.

Then down the west side of George's past the main harbor ferry terminal and off across Nantasket Roads towards Peddocks Island. Still lumpy, but not such closely spaced lumps, with sweeping wake waves surging past from all sides. The ones coming up from behind were still a nervous inspiring experience for me as the boat suddenly lifted and swerved from the unseen wake. There was no way to watch the wakes and waves and plan, too chaotic.

As we got close to Peddocks and opposite Windmill Point on Hull, it was time to hang a left and cross what the Boston Globe reported as the "Nautical Southeast Expressway," Hull Gut. Not very wide, about a quarter mile, the Gut is the way that all the boats in Hingham, Weymouth and Hull Bays get out. And with an incoming tide it was the way the ocean was pouring back in at about 3 knots. So, easy to just ferry glide over, plan to let that current help. But, the boats! While the relative speeds are of course quite slow as compared to automotive highway travel, the problem was the same as trying to get that bicycle across the WHOLE HIGHWAY, both sides of traffic. And we were very small indeed in that lumpy, wake strewn chaos of water. The water not dangerous of itself, but combined with the boat traffic, something I found commanded my total and determined attention for the short five minute sprint across.

Bart was now behind me with a couple of the others in the 6 boat flotilla, two others were through. So I dug in and went for it when a reasonable opening appeared. Well into the Gut I perceived a large multi-storied power cruiser bearing down on me from inside, so I eased off and drifted with the current. He would pass just in front of me at about 6 to 8 knots, not speeding at all but pulling a humongous wake, and I'd be right in that "white water". An experienced hand would be really digging this bit of surfing, but not me. Suddenly from over my left shoulder (I wasn't doing ANY looking back) a voice boomed out over a loudhailer, "Hey, slow down there, can't you see those little boats!"

Kayak tryout time on Lovell's Island. Briefing session, individual instruction, some caught on right off, others didn't.



Did Bart carry around a PA system? I took a quick glance just before I had to deal with that onrushing wake and saw a similar large cruiser coming up on me but nearly dead in the water. "Harbormaster? State Marine Division Patrol? I had no time to inspect the boat.

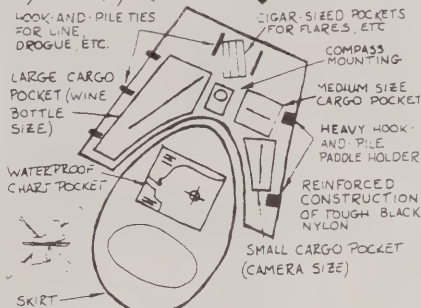
The wake proved a one shot up and over, than real flatwater for a bit, and then the point of Hull, across and slowly my knuckles regained their color and my grim set of mouth relaxed into a smile. Well, how about that, not so bad after all. But, it was sure nice to know Bart was back there. And that good samaritan? "Just a motorboater who figured he'd do us a good turn," Bart explained, for he'd viewed the whole incident.

I must say that my baptism in paddling amongst heavy boat traffic did not arouse outrage at poor powerboat behaviour, most seemed to be traveling at reasonable speeds and none bore directly down on me blindly. It was the madhouse the boat wakes make of the water, combined with their steady procession past that gave me considerable pause, brought on moments of that, "What am I doing here?" soul searching. And while I wrestled with my frantic decision making, my boat just went along doing its thing and I realized how much I owed to it being so stable and buoyant. It became obvious to me that the boat wasn't going to capsize unless I did some really stupid thing. So, with that in mind, it's on to ridding myself of stupid moves. More paddling.

On his way. Will he like it? Will he want to do more?



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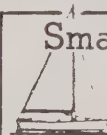
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## Boston Harbor Island Playground

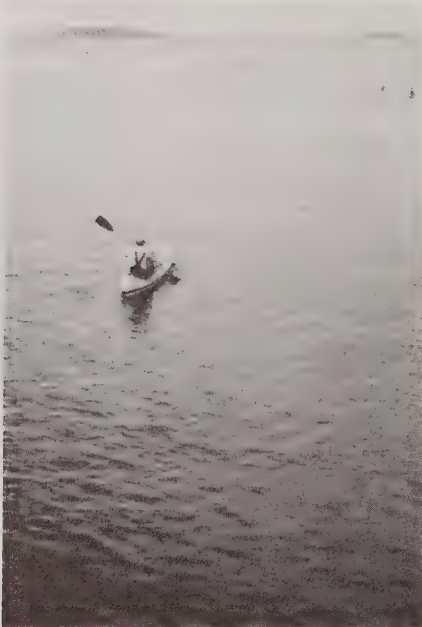
Boston's Harbor Islands are now gaining a lot of attention as a recreational resource with increased Metropolitan District Commission and State Forests & Parks efforts at developing them. While the main pitch is towards the mass of population in the city nearby to come on out via public ferries, the islands are very accessible to private boats. Many powerboats routinely motor about out amongst them on busy summer weekends, but small sailing, rowing and paddling craft can handily reach them. The distances are not great and given decent weather there's small risk of danger.

Many of the islands have historic remains, forts, etc., now fallen into serious disrepair from a century of neglect. But the relative wildness of the terrain and lack of habitation and commercial development make them a playground for the urban adventurer, a one-day adven-

ture off to the islands in a small boat is quite attainable. Or camp overnight. Rustic camping a scant few miles from the towering lights of downtown Boston, a unique experience.

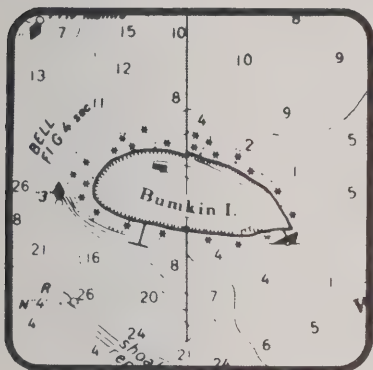
The map above is the MDC's easy to understand way of illustrating where the islands are, and on the opposite page are MDC details of the accessible public islands. While a "season" is scheduled, early and late small craft visitors have enjoyed some of the islands when most of the public transport public has been ashore.

Two easy launching sites are at the town landing in Winthrop on the north and at Pemberton Point in Hull on the south, both have public parking open to all. Hull is closer to the islands, if you'd rather not cross the main ship channel into the inner harbor.





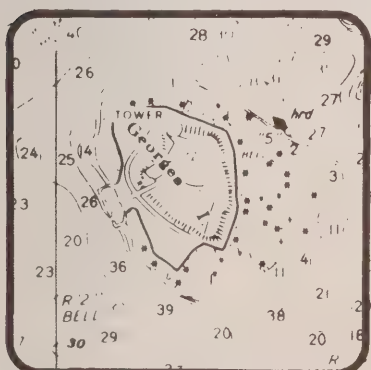
# Eight Unique Islands



**Bumpkin Island (DEM)** has beautiful shaded paths with good views of Hingham Bay in all directions. There are picnic and camping areas, and historic ruins including a stone farmhouse.



**Gallops Island (DEM)** is wooded, with walks on trails and paved paths. It has excellent views from the top of its hill, picnic areas, and wading beaches. There is a large seagull colony in residence.

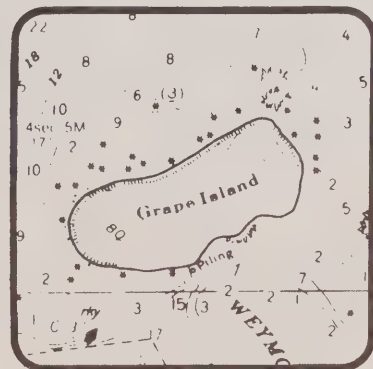


**Georges Island (MDC)** has large picnic areas, a snack bar, and tours through historic Fort Warren (both guided and self-guided); it has excellent views in all directions from the lookout tower.

**Picnicking** is permitted on all islands. Fires are allowed only in fire-places and below high tide line on the beaches on Bumpkin, Gallops, Grape, and Great Brewster.

**Camping** is permitted on Bumpkin, Grape, Great Brewster, Lovells, and Peddocks. Reservations are generally needed. Call 740-1605 for reservations on Bumpkin, Grape, and Great Brewster, and 727-5250 for reservations on Lovells and Peddocks.

**Swimming** is allowed, but only Lovells has a lifeguard beach. Be careful!



**Grape Island (DEM)** has camping and picnic areas, and its many trails offer berry picking in season.



**Great Brewster Island (DEM;** accessible by private boat only) has camping and picnic areas, trails, and a lookout from the highest point in the Harbor. It has beautiful vistas featuring Boston Light on nearby Little Brewster. There is a large gull colony.



**Lovells Island (MDC)** has a swimming beach with lifeguards, camping and picnic areas, historic Fort Standish, and a variety of trails. The island has a diversity of environments: dunes, salt marsh, and wooded areas.

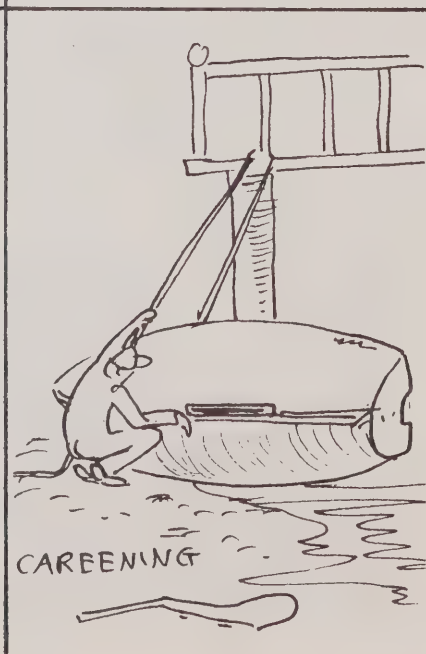
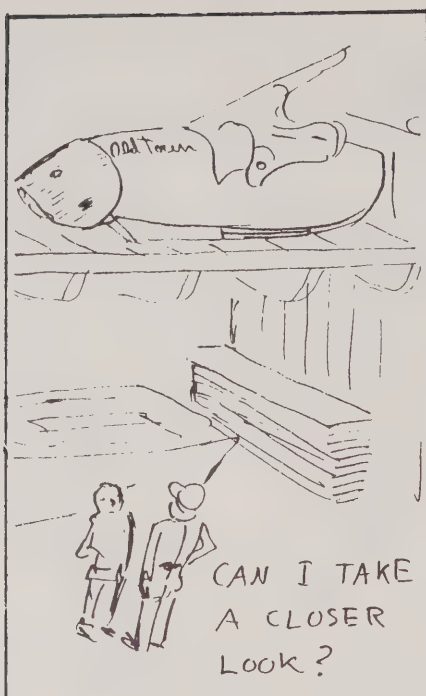


**Peddocks Island (MDC)** has camping, wooded trails, picnic areas, and Fort Andrews, the largest intact collection of historic buildings in the Harbor.

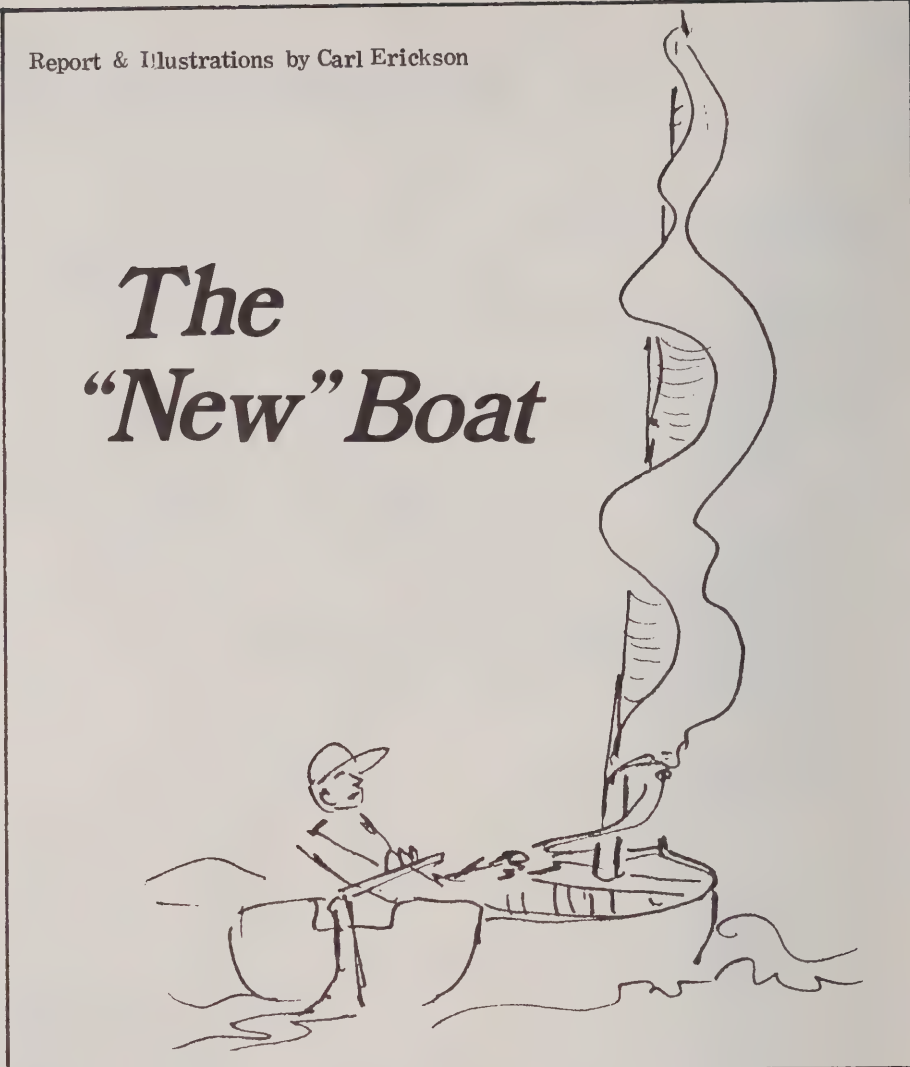


**Thompson Island** is privately owned and operated by the Thompson Island Education Center Inc. which offers educational programs and conference facilities. The island is open to the public on a limited basis for picnics, hiking, and guided walks. For more information, call 328-3900.





## The "New" Boat



"I really don't know who the owner is," said Dave Montgomery over at his boatyard in Gloucester.

"I didn't know Old Town made a dinghy like that. Can I crawl up on the shelf for a closer look?" I responded.

This marked the beginning of what I think may be a love affair. I've heard it said that one should never fall in love with a car. But a boat? Surely that must be different. I found the 12 foot dinghy to be a symphony of wood inside with nary a crack. Years of dust indicated she had been long overdue for the water. I knew I had to have her there and then.

That was a year ago this summer. By fall I had located the owner in Boston and purchased the dinghy, storage had been paid and the boat I call BOFINK was on my little trailer ready for the trip to New Jersey. The centerboard naturally leaked like a sieve. Since the mast could not be located, the yellow dacron sail, rudder and oars completed my purchase. Sans mast and with a leak, BOFINK waited in the garage.

This Spring, with centerboard moderately tight and a two foot extension scarfed on to the top of my old mast previously fitted to an Old Town rowboat, BOFINK seemed ready and I was anxious to SAIL this boat. My opportunity came at last. The time: Saturday, late April; the

place, Westport, CT; the wind, 20 mph or more (calculated by the speed I had to drive my car to make the rooftop carrier whistle). And the wind was whistling. I chose a smaller sail from my grab bag of boat stuff being a little wary of my first sail in my new boat. I also decided against use of a boom on this trial spin.

BOFINK took to the water in the marina. Not a boat had been launched for the season. I would have no trouble avoiding moored boats as I had in the past.

In 35 years of messing around in boats I still always manage to do something stupid, like lose a hat. This season began with a stuck centerboard. We were rigged and ready to cast off but the board would not drop. I pulled the cap off the trunk and hammered away at the bronze plate with a rock and a screwdriver. I finally decided to careen and look underneath. It was while laying BOFINK over that I noticed the big brass cotterpin used to keep the board up. By this time it was bent all out of shape and removing it was like pulling a wisdom tooth.

Finally we were off in a flurry of foam. This would be a wild ride, not just an ordinary sail. Actually, I find every time I take a boat out, it becomes a real adventure. There wasn't a boat to be seen as we took off down the Sound towards Sherwood Island on a beam reach. The



high freeboard appealed to me for these waters, she didn't ship a drop over the lee side.

After a good sprint, it was time for a little R and R. The centerboard came up and we grounded on a stretch of protected beach. Time now to contemplate the return trip. After another reach, a series of tacks were required. The boomless main didn't permit me to point high enough to come about smoothly in the choppy waters, the belly in the sail no help at all. Each tack was a toss up, I broke the canoe paddle trying to give the natural forces at work a boost in the right direction. Finally I just jibed about and felt better then about the absence of the boom.

It was exhilarating to say the least, but I didn't feel BOFINK and I had really become fast friends during this shake-down cruise. I hoped our friendship would become strengthened on our next sail.

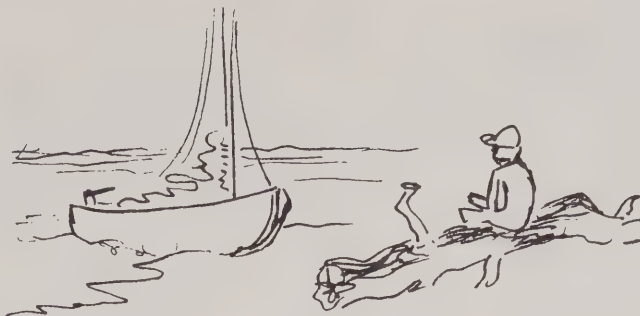
This came about on a late afternoon in early June. I put in at the state ramp under Rt. 95 on the Saugatuck River in Westport, CT. The short trip down river required passing beneath the railroad bridge. Here my 2hp Evinrude came in handy to get me to a point at the mouth of the river. I stepped the mast and set the larger yellow sail for the first time. I had to remove and stow the motor forward because it obstructed the rudder. Now I had my chance to really get acquainted. I think BOFINK sailed well considering that I had to manipulate the centerboard depth for the proper feel. I hadn't owned a centerboard boat since the forties on Lake Erie. I found my conning position was on the floor with my back in the rounded corner of the stern sheets. BOFINK was very, "user friendly."

Toward dusk the wind died out as it often does on Long Island Sound. I had anticipated this and lowered sail at the river mouth just as the last breath of air expired. It had been really nice so far and I had no intention of breaking the spell with my motor, tiny as it is.

A passing boat hailed and asked if I wanted a tow. "No thanks, I like to row." Now it was time to gauge the height of the railroad bridge. Of course, unstepping the mast would be no problem, but it would be good to know on future outings if I could step the mast at the ramp up to three hours of high tide.

Would the mast clear? My careful approach won the interest of the bridge attendant. I could backwater if the bridge was too low. "You'll clear by a foot," shouted the attendant. Now I will know that if two and one-half blocks of granite pier under the bridge are above water I will have clearance enough.

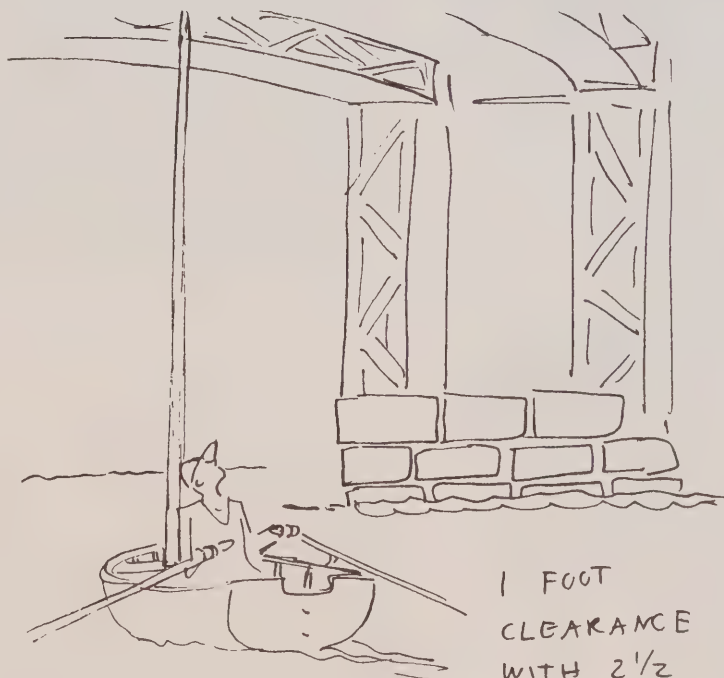
This summer it's back to Gloucester for vacation. Ipswich Bay, Annisquam, Crane's Beach and Plum Island spring to mind. I will keep BOFINK in Lanes Cove with the cooperation of the harbormaster. Perhaps I can tie to my son's mooring. I will trailer over to launch at the Granite Pier in Rockport which will give me a good head start for Thacher's Island and points south. I wonder if any Cape Ann oldtimers will recognize BOFINK from years past?



TIME FOR R and R

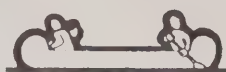


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## Down the Shetucket River



Flowing through the backyards of many rural eastern Connecticut towns is the Shetucket River. It is born in Willimantic, formed by the Natchaug and Willimantic Rivers, and flows to Norwich where it joins the Quinebaug, forming the Thames which then flows to the sea. The 14 mile Shetucket is a beautiful river, wide, banks covered with hemlock and birch. It offers a variety of canoeing experiences and is a favorite of racers and recreationists alike. Scheduled races are assisted by water release from the Mansfield Hollow Dam.

The downriver trip (for racing, but also suitable for just paddling) begins at Lauter Park in Willimantic on the Natchaug. Here the river is a bit narrow but can still take ten boats abreast. It is fairly swift as it flows past the eastern part of Willimantic, beneath a railroad trestle and highway bridge (new Rt. 66). The turns are wide and the banks provide good spectating for race days.

Two miles downstream a short section of swift ripples announces the imminent junction with the Willimantic River, joining from the right to form the Shetucket. Here the river widens significantly to a width it will maintain for the rest of its length. There are no obstructions or short cuts. Two bridges will be encountered, Plains Rd. at 4 miles and Rt. 203 at 6 miles. At the Rt. 203 bridge the water deepens and the current eases as the river enters the impoundment of the Scotland Dam. This is about a two mile stretch, but the lack of current may make it seem like more. The appearance of railroad tracks along the left bank signal the approach to Scotland Dam.

Scotland Dam is a hydroelectric station, and take out here for the portage is on the right. The dam itself should not be closely approached. The portage is a clear one, up over the dam and along the roadway path to the right. This is a great picnic stop on a cruise. The put in below the dam is somewhat rocky unless one follows the road to a decent spot. A too early put-in will be horrendous over large slippery boulders. The hydraulics of the dam are hazardous, daily releases can create whitewater but it should not be attempted for sport.

Now the current picks up again and it is a swift trip. Two miles below the dam the river passes through some large boulders, mostly large and smooth and easy to see. Arrival at a huge round boulder to the right signals the Salt Rock area, two miles to go. A nearby campground is a favorite of canoeists.

Just below Salt Rock comes the boulder patch with lots of nuisance rocks. It can be easily paddled but requires more course alterations than one might care to make after twelve miles of paddling. On a cruise, this is a fine place to practice eddy turns. Then the river straightens out and runs into Baltic, a small town with, however, two great restaurants. Entering Baltic the river takes a fast S-turn left-right-left with some strong eddies. The current is swift with standing waves but there is a clear chute. A bridge at the end of this section can catch the unwary on an abutment so care must be taken to be alert to the exit of the turn. In a half mile the Shetucket ends and the Thames begins.

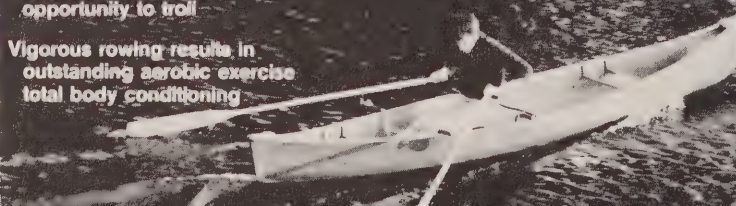
Review from the CONNECTICUT CANOE RACER

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## Firecracker Cruise

The Chelsea Rowing Club of Norwich, CT, sponsored its annual July 4th Firecracker Cruise, a ten mile self-paced trip on the Thames River for recreational shells, men and women. Intended to be a slow cruise, the event attracted eight Harvard crew oarsmen along with other racer types, and the subsequent entry of 30 oarspersons became involved in a sort of "race", with the fastest racing shells doing the ten miles in about 90 minutes, for a 7 plus mph average speed. The club fielded all six of its boats, including its four boat with cox (a sort of barge, not a racing four). Local shell builder, Small Craft, provided shells for the Harvard crewpersons and Small Craft employees, and two of their ARS (Advanced Rowing Shells) along with an Owens racing shell, were the fastest of the boats. So, even those intending to "cruise" got caught up in the contest and all enjoyed the outing despite the subsequent blisters and sore spots.

The Chelsea Rowing Club is headquartered at the old Chelsea Boat Club house in Norwich (now community property) and use of the place and the club boats (6) is for members at any time. Volunteer maintenance and improvement work are part of the membership responsibilities. Wednesday evenings members have been out establishing times on a measured one mile course for benchmark against which others can measure their rowing efforts. The next event for the Club is participation in Norwich's Harbor Day on August 25th (see What's Happening listing).

For more information on the club and membership, contact them at Box 22, Norwich, CT 06360 or phone (203) 822-8269.



## No Other Boats

Two rowing races were scheduled as part of Camden, Maine's Race Days Festival, June 29th and 30th, out on Penobscot Bay. A proposed canoe race on a nearby lake did not take place through lack of interest.

The Saturday race for oarsmen ran from nearby Rockport four miles to the inner harbor at Camden. The weather was calm and very foggy, no wind or sea to deal with but visibility was down to yards in places, the fog was patchy, not really a solid bank. Chris Fasoldt and Bill Gribbel won the race in Gribbel's 18' peapod in 58 minutes, 33 seconds. Another peapod rowed by Rockport Apprenticeship people was second and a Gloucester Gull dory rowed by Bob Baldwin was third. Behind Baldwin came another Apprenticeship boat, their Norwegian "Snipa". The rest of the entrants dropped out, too foggy.

The return trip on Sunday was a delightful row in bright clear sunshine. No fog. No wind. No head sea. No other boats. Fasoldt and Gribbel just rowed their peapod back to Rockport. They don't know why nobody else joined them. The whole racing part of the Camden Festival was poorly supported.

Report by Bill Gribbel

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# What's happening...



## IPSWICH RIVER GRAND CANOE EVENT

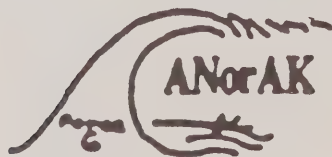
The Ipswich River Watershed Association will host an 11 mile tidal canoe paddle on August 17th from the Green St. Bridge in Ipswich, MA to Long Wharf in Gloucester. Awards and a picnic will follow at Long Wharf. Pre-registration is required at \$5 fee. Call (617) 887-9685 or (617) 887-8671.



## Merrimack River Watershed Council

### LOWER MERRIMACK RIVER CANOE CRUISE

On August 19th the Merrimack River Watershed Council will host the third and final canoe cruise on the river, this one a 9 mile trip with the tide from Methuen to Groveland, MA. Along the way are four islands and a man-made cavern to explore. Since the number of canoes will be limited, pre-registration is required. Some canoeing experience and endurance is necessary and participants must provide their own canoes and partners. A small donation to defray organizational expenses will be asked. To register, or obtain further details, call the Council at (617) 363-5777.



### SUMMER SEA KAYAKING

Here are several outings for interested sea kayakers during the next couple of months:

AUGUST 24-25: Narragansett Bay, Prudence Isl. etc. Contact Chuck Sutherland at (718) 767-5020.

FALL CAMPOUT: Chuck Sutherland is interested in a fall campout somewhere on Chesapeake Bay and invites comment from potential participants. Call him at (718) 767-5020.

### CATBOAT ASSOCIATION RACING

On August 24th the North Shore group of the Catboat Association will host its 5th annual race from Manchester, MA. Friday evening opens festivities with a BYOB party at the Crocker boatyard in Manchester. Racing commences late in the morning on Saturday, with a cookout and awards party to follow at Crocker's. Call Jerry Jodice at (617) 926-4900 days, (617) 526-4075 eves.

### MAINE TSCRA EVENT AUGUST 24TH

The Traditional Small Craft & Rowing Association of Maine hosts a day on the water and lobster cookout August 24th on Hocamok Channel in Bremen, ME. Camping available. Call Dick Shew at (207) 644-8120.

### MAINE TSCRA INVITES MEMBERSHIP

The Traditional Small Craft and Rowing Association of Maine invites interested lovers of traditional small boats to join with them in their all year long schedule of activities. Row, paddle or sail craft are included, you need not own one but only be interested in such. Membership is \$10 a year, application and further information may be obtained from TSCRA of Maine, RR Box 578, Chebeague Island, ME 04017.

### USRA MASTERS CHAMPIONSHIP

The United States Rowing Association Masters Rowing Championships on August 24-25 includes a class for traditional pulling boats this year. The event is in Philadelphia, PA and you can get an information packet by writing to the USRA, 251 N. Illinois St., Suite 980, Indianapolis, IN 46204, or call them at (317) 237-2769. The races also include classes for paraplegic, and minimum age to enter is 27 years.

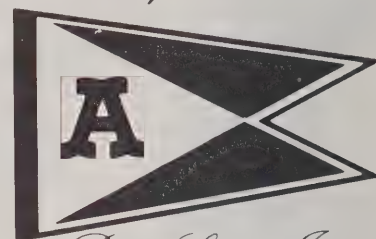
### NORWICH HARBOR DAY RACING

Norwich, CT, celebrates Harbor Day on August 25th, and on-the-water racing for pulling boats, canoes and rafts is scheduled. The Chelsea Rowing Club of Norwich will organize the 10:30 a.m. rowing race over a three mile course. At 1:30 p.m. the canoes will race and at 3:30 p.m. home made raft racing is on. Details on the rowing event can be obtained from the Chelsea Rowing Club at (203) 822-8269.

### TRADITIONAL VESSELL WEEKEND

The gathering of traditional plank on frame wooden vessels at Steamboat Dock on the Connecticut River at Essex, CT is on for September 13,14,15. Races, awards, pageantry and history all come together here. Contact the Connecticut River Foundation at (203) 767-8269.

## *The Antique and Classic*



## *Boat Society, Inc.*

### ANTIQUE & CLASSIC BOAT SHOWS FOR MID-SUMMER

Many shows of antique and classic craft are on for the rest of August and all of September:

AUGUST 15-18: 5th Annual Wooden Boat Show, Newport, RI. Call Rob Dwelley at (401) 846-1600.

AUGUST 15-18: Antique Powercraft Historical Society Show, Newport, RI (at Wooden Boat Show). Call Dale Tassell at (813) 365-1850.

AUGUST 17: Hudson River ACBS Rendezvous, Kingston, NY. Call Jim Muller at (914) 331-6539.

AUGUST 23-25: Adirondack ACBS Rendezvous, Bolton Landing, NY. Call John Binley at (518) 543-6002. This will include Gold Cup boat races and dedication of ACBS International Headquarters.

SEPTEMBER 11-15: Adirondack Guideboat Show, Harrietstown Town Hall, Saranac Lake, NY. Call Kathleen Ivimey at (518) 891-1990.

SEPTEMBER 15: Finger Lakes ACBS Rendezvous, Red Jacket Y.C., Cayuga Lake, NY. Call Jim Brennan at (315) 446-1023.

### HUDSON RIVER ACBS RENDEZVOUS

The second annual gathering of antique and classic boats at the Hudson River Maritime Center in Kingston, NY is on for Saturday, August 17th. The boats will be on display from 10 a.m. and about 3 p.m. they will parade to Kingston Point lighthouse and up Rondout Creek and back. Spectator admission is free, some boats will be open for boarding (proper boat shoes required). Participation is open to anyone owning an antique or classic boat, not limited to club members. Amongst the craft expected will be the 80 foot tender/houseboat built in 1912 for J.P. Morgan's yacht CORSAIR and an 1898 Elco electric launch of the type introduced at the 1893 Columbian Exposition in Chicago.

For more details call James Muller at (914) 331-6539 or (914) 331-9300, ext. 454.





## AUGUST EVENTS AT MAINE MARITIME MUSEUM

Several events of interest are on the calendar at the Bath, ME location of the Museum, as follows:

**AUGUST 17-18:** Opening of exhibit on Lobstering & the Maine Coast, dedication, lobsterbake, reception, etc.

**AUGUST 31:** Maritime Consignment Auction of boats, marine engines, maritime antiques, boating equipment and gear, any boat related items. Benefit for Museum. Morning inspection, bidding begins at noon. At Percy & Small Shipyard location. Consignment forms, catalog and further information on this auction from the Museum, call (207) 443-6311.

## SHORT SHIPS RACE AUGUST 25TH

Bill Gribbel's annual Short Ships (Great Dory) Race is on for Sunday, August 25th at Rockport, ME. The event provides two races, one a short sprint around Rockport Harbor, the other a long distance race to Camden and back (about 8 miles round trip) alongshore. Rowing and paddling boats are invited, entry is \$5 per boat. Classes for sliding seat and outriggers, traditional oar-on-gunwale fixed seat are organized for oarsmen with sea kayakers going against the sliding seat group. When the longer race is underway, a sailing regatta for small sailing boats will also take place. At the conclusion a chicken barbeque will be held at Beauchamp Point. Sign up is at 8 a.m. on the 25th, contact Bill Gribbel at P.O. Box 45, Rockport, ME 04856, phone (207) 236-3241.

## ALDEN OCEAN SHELL ASSOCIATION

Two events are on in August for owners of Alden Ocean Shells, providing opportunities for both competitive and recreational oarspersons, as follows:

**AUGUST 17-18:** Second Annual Martin Garinaster Regatta on Schroon Lake near North Creek, NY. Saturday morning will feature a 1000 meter race, the afternoon will include a clinic and relay race. On Sunday morning the Martin Challenge Race of 8 miles will be run. Host is P.O. Smith, RD 1, Box 65, River Rd., North Creek, NY 12853.

**AUGUST 18:** Third Annual New Meadows Cruise at Brunswick, ME, A 6-1/2 mile row. Host is John Chandler, Jr., 6 Brookmere Way, Brunswick, ME 04011.



## SUMMER ACTIVITIES

The Hull Lifesaving Museum in Hull, MA has several programs of interest running during August as follows:

**AUGUST 13-29:** Youth rowing classes on Tuesday and Thursday afternoons from 3:30-5:30 p.m. Boys and girls ages 11 to 16 are eligible, the fee is \$24 for non-members, \$20 for members. The



## CUSTOM HOUSE MUSEUM ACTIVITIES SCHEDULED FOR THIS FALL

### MIGHTY MERRIMACK ROWING RACE

The third running of the Mighty Merrimack Rowing Race on the Merrimack River from Amesbury to Newburyport, MA is on for Sunday, September 29th early afternoon. The 3-1/2 mile downstream course runs along the undeveloped northern shore of the river past saltmarshes and several wild islands before joining the main channel at the bridges in Newburyport for the last 1/4 mile to the finish behind the sponsoring Custom House Museum alongside the public waterfront promenade. Classes for traditional dories, oar-on-gunwale rowing craft and sliding seat/rigger boats, solo or multi-crewed are provided. Food and drink is available at the finish area where a small traditional boat display will also be featured. The ad-

instruction will cover rowing technique and boat handling and maintenance. The windup will be an all day rowing expedition to one of the Boston Harbor islands.

**OPEN BOATHOUSE:** Fridays from noon to 4 p.m. and Saturdays from 8 a.m. to noon, the Museum boatshop and boats will be open and available for projects and use under supervision. Fee is \$15 to join the Museum Rowing Association in order to take part (for non-members of the Museum, \$10 for members). There is no fee for dropping in and looking around.

The Hull Lifesaving Museum will be open Wednesday through Sunday, noon to 5 p.m. with adult admission of \$1, 50¢ for 5-17, children under 5 free. Members are admitted free. Memberships range from \$10 individual, \$15 family on up to \$1000 life. For more information, contact the Hull Lifesaving Museum at (617) 925-LIFE, or write to them at Box 221, Hull, MA 02045.

Adjacent Custom House Museum is likewise open. Entry fee is \$5, sign up at the start at the Amesbury Town Ramp on Merrimack St. on the north shore of the river in Amesbury, just off Rt. 110. Any oar powered craft is eligible, racing shells should be aware that river can get lumpy near bridges at finish line from powerboat traffic. Contact Regina Tracey at (617) 462-8681.

### LOWELL ATLANTIC DORY RAFFLE

In connection with the Mighty Merrimack River Race the Custom House Museum of Newburyport, MA will be raffling off a new Lowell built Atlantic rowing skiff late Sunday afternoon, September 29th. Tickets are on sale now at \$1 each or 6 for \$5 from the Custom House Museum, P.O. Box 306, Newburyport, MA 01950, or may be purchased at the Race during the day.

### MINIATURE DORY BUILDING COURSE

Finally, the Custom House Museum of Newburyport, MA will host a six week class on plank-on-frame model building led by Jack Farrell of the Gloucester (MA) Fisherman's Museum. To learn more, call Regina Tracey at (617) 462-8681 during Museum hours.

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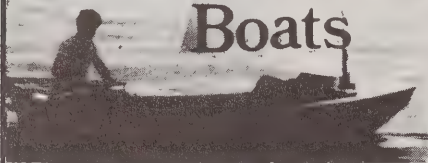
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## SEBAGO CANOE CLUB

### SUMMERTIME OUTINGS, PADDLE & SAIL

This summer the club has many one day trips planned to local rivers (from Brooklyn, NY club location) as well as other outdoor activities, including camping on Long Island Sound and Narragansett Bay. Boats are available for those in need and instruction for those feeling a need for brush up or learning of new paddling or canoe sailing skills. The calendar for August is as follows:

AUGUST 17: Hudson River from Croton Point, calm water and charming company for a relaxed afternoon. Club boats may be rented. Call Jerry Dorfman at (718) 627-8591.

AUGUST 17: 5 Meter Sailing Races, call Gordon Miller at (201) 796-2792.

AUGUST 24-25: Narragansett Bay, Prudence Island outing for kayaks, canoes and sailing canoes. Paddle 1-1/2 miles out to island, camp overnight. Possible 16 mile circumnavigation of the island. Or do your own thing. Call Chuck Sutherland at (718) 767-5020.

AUGUST 25: Workday at the Brooklyn Clubhouse.

AUGUST 30-SEPTEMBER 2: Celebration at the Cabin. Floating cocktail party, cookout, square dancing, water games, etc. Call the Humbles at (516) 546-5965.

AUGUST 30-SEPTEMBER 2: The Dead River in Maine aint dead on Labor Day, dam release for class 2 and some class 3 paddling whitewater. Reservations required in advance. Call Marilyn Vogel at (718) 767-5020.

AUGUST 30-SEPTEMBER 2: Stillwater in the Adirondacks. Call Bob Colifarco at (718) 651-3972.

### CANOEING & KAYAKING IN SOUTHEASTERN MA THIS SUMMER

The Southeastern Chapter of the Appalachian Mountain Club has the following outings planned for canoeists and kayakers the rest of August and all of September:

AUGUST 17 - 18: Knubble Bay Campout at AMC camp to explore tidal waters between Bath and Boothbay Harbors in Maine. Canoeists call Tony Arnold at (617) 759-4767 or Barbara Hughes at (617) 362-3954. Sea kayakers call Chuck Wright at (617) 564-4250.

SEPTEMBER 7-8: Washburn Island flatwater paddling on Waquoit Bay and campout on Washburn Island, near Falmouth, MA. Call Chuck Wright at (617) 564-4250.

SEPTEMBER 14: Tidal paddling to Monomy Island from Stage Harbor in Chatham, MA. Call Russ Ottey at (617) 563-6637.

SEPTEMBER 21-22: Overnight campout and two day flatwater paddling on Saco River in Maine. Call Judy O'Bryant at (617) 587-3370.



### SUMMER SEA KAYAKING IN BOSTON HARBOR

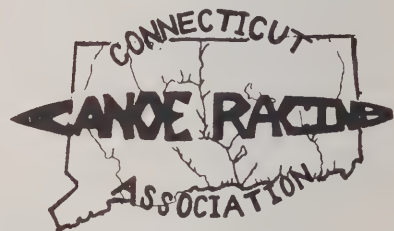
The folks at Aqua\*Ventures in Boston, MA have quite a summer schedule planned for all levels of sea kayakers. Details are as follows:

AUGUST 17: Sea kayaking day trip with picnic lunch on a harbor island. This is a beginner level outing for instruction purposes, 9 a.m. to 4 p.m. All boating equipment and lunch provided for \$55 fee. Contact Aqua\*Ventures at (617) 524-6239 or (617) 391-5954.

AUGUST 18: Sea kayaking demonstration on Lovell's Island, free instruction, bring lunch, swimsuit, etc. All boating gear provided. To get to Lovells take private boat direct or public ferry from Long Wharf in Boston (\$3) or Hewitts Cove in Hingham to Georges Island, free shuttle boat thence to Lovells. Call Aqua\*Ventures at (617) 524-6239 or (617) 391-5954.

AUGUST 24-25: Teaching Tour weekend instruction in paddling, navigation, safety, tides, etc. with overnight campout on an island. For details on this event contact Outdoor Center of N.E. at (413) 659-3926.

SEPTEMBER 7: Sea kayaking day trip, see August 17 date for details.



### CANOE RACING EVENTS SCHEDULED FOR REST OF AUGUST & SEPTEMBER

AUGUST 18-19: Bluefish Festival Flatwater Weekend. Start is in Clinton Harbor from town beach, in Clinton, CT on the tidal Hammonasset River. Course is 10 miles with short portage over an island, on river and in river mouth bay. Race time is 12 noon Saturday, 9:30 a.m. Sunday. A cruise and canoe polo match are also scheduled. Call Earle Roberts at (203) 346-0068.

AUGUST 24: Seekonk Summer Sizzler. Start at East Providence Yacht Club in East Providence, RI. Course is 11 miles of tidal flatwater. Mass starts for novice and recreational classes and for all racing classes, 11 a.m. Call Scott Olsen at (401) 434-4971.

SEPTEMBER 8: Mansfield Hollow Marathon, 9 mile flatwater (with 5 mile course for local recreational entrants) in Mansfield Center, CT. Start is at Mansfield Hollow State Park. Afternoon events will include youth race, obstacle course, war canoe challenge and Olympic sprints. Race course is a loop using two lakes connected by culverts. Call Sue Audette at (203) 456-0558.





The Connecticut River Oar & Paddle Club schedules a number of recreational outings for interested persons in oar or paddle powered craft. Membership is not required but is invited. Contact Jon Persson at (203) 388-2343 business days for more particulars. The events into early fall are as follows:

**AUGUST 21:** Cruise from Pettipaug Y.C. in Essex, CT to Hamburg Cove, at 5 p.m.

**AUGUST 25:** Just-After-Dawn-Patrol. Departing the club at 6 a.m. for scenic trip up or down river depending on weather with light breakfast on beach of choice. About 6 miles.

**SEPTEMBER 8:** Participation in the Saybrook (CT) 350th Anniversary boat parade from Chester to Old Saybrook.

**SEPTEMBER 14-16:** Three day outing and overnights, Middletown to Hurd State Park overnight, thence to Selden Island overnight, thence to Old Saybrook. Participation in one day sections welcomed.

The restoration of the Club's 4-man sculls is underway starting with the outriggers. This is a joint effort by all interested members and guests aiming at a launching in August.

A floating dock has to be constructed to accommodate the use of the sculls. Two existing sections upriver may be available for inclusion to expedite this project. Again, members, guests or prospective members are invited to work on this project. Call Jon Persson at number above.

#### WOODEN BOAT SCHOOL COURSES IN THE REST OF SUMMER

There's still time to get into some of the remaining Wooden Boat School courses remaining for this year, you'll have to call Peter Anderheggen at (207) 359-4651 to confirm which of these are still available:

**AUGUST 18-23:** Beginning Boatbuilding with Kevin Dwyer.

**AUGUST 18-30:** Wooden Boat Repair Methods with Ralph Stanley.

**SEPTEMBER 1-6:** Week with a Master Boatbuilder with Arno Day.

**SEPTEMBER 1-6:** Week with a Master Boatbuilder with Jay Hanna.

**SEPTEMBER 22-27:** Conditions, Surveys & Proper Maintenance with Paul Coble.

**SEPTEMBER 29-OCTOBER 4:** Marine Survey with Paul Coble.



#### AUGUST CANOE OUTINGS ON THE CONNECTICUT RIVER

The Connecticut River Watershed Council has a number of canoe outings scheduled into September. Fees range from \$16 day trips to \$50 overnights for non-members (members are \$12 and \$40 respectively) and if you bring your own canoe and PFD these are reduced by \$4 and \$8 respectively. Evening paddles and clinics are priced at \$8 and \$5 respectively (non-member and member). To obtain more details contact the Council at CRWC Canoe Trips, 125 Combs Rd., Easthampton, MA 01027. Phones are as follows: Connecticut - (203) 277-6914; Massachusetts - (413) 584-0057; Upper Valley - (603) 643-5672.

**AUGUST 17:** Special trip (at higher fees) from Claremont to Charlestown, NH with natural history of Abenaki Indians included.

#### RADIO CONTROL MODEL YACHT RACING THROUGH SEPTEMBER:

**AUGUST:** Every Tuesday night under the lights at Rosemary Lake, Needham, MA, 6 p.m. until wind dies. Call Ed Walton at (617) 449-2662.

**AUGUST 17:** Eastern Division Championships, Heckscher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

**AUGUST 18:** Summer Open, Stonington, CT, Any boat under 86". Call Bob Weall at (203) 599-1644.

**AUGUST 24:** Island Invitational, L.I. NY, Class 3UR. Call Edward Helme, Jr. at (516) 883-8453.

**AUGUST 25:** A Skippers Memorial, Saddlebrook, NJ. Call Francis Lucke at (201) 335-7609.

**AUGUST 31:** Max Bain Memorial, L.I. NY, Class M. Call Edward Helme, Jr. at (516) 883-8453.

**SEPTEMBER:** Last Bloom of Summer, every Tuesday night, 6 p.m. until dark at Rosemary Lake, Needham, MA. Call Ed Walton at (617) 449-2662.

**SEPTEMBER 1:** A Skipper's Memorial, Saddlebrook, NJ, Class A. Call Francis Lucke at (201) 335-76-9.

**SEPTEMBER 2:** Trigg Memorial, Needham, MA, Class EC-12. Call Ed Walton at (617) 449-2662.

**SEPTEMBER 7-8:** Mini America's Cup Regatta, Newport, RI, Class EC-12. Call Rich Palmer at (201) 575-7766.

**AUGUST 17-18:** Overnight trip from East Haddam to Essex, CT including Selden's Island, Chapman Pond and Steamboat Dock Museum.

**AUGUST 18:** Nature photography trip in Grant Brook and Lyme Waterfowl Marsh from East Thetford, VT.

**AUGUST 24:** Full day trip on the Salmon River in CT.

**AUGUST 24-25:** Overnight trip from Canaan, VT to North Stratford, NH which includes whitewater on the northernmost sections of the river.

**AUGUST 27:** Evening canoe clinic at Rainbow Dam on the Farmington River in Ct.

**AUGUST 31:** Day trip from Easthampton, MA in the oxbow section of the river.

**AUGUST 31:** Moonlight cruise from Charlestown, NH to Springfield, VT with a potluck supper included.

**SEPTEMBER 14-15:** Overnight trip to explore source of Deerfield River in southern Vermont, including Somerset Reservoir.

**SEPTEMBER 21:** Day trip from Northfield, MA to Barton's Cove through French King Gorge on Connecticut River.

**SEPTEMBER 22:** Day trip up Deerfield River from mouth to Sunderland, MA.

**SEPTEMBER 28-29:** Overnight trip to Connecticut Lakes and Lake Francis.

**SEPTEMBER 7:** George Bursuch Race & Picnic, L.I. NY. Call Ed Helme at (516) 883-8453.

**SEPTEMBER 8:** Long Distance Race, Saddle Brook, NJ, Class 10R. Call Francis Lucke at (201) 335-7609.

**SEPTEMBER 14-15:** Campbell Cup, Marblehead, MA, Class M. Call Gene Thober at (617) 631-0797.

**SEPTEMBER 15:** MYRAA A Championships, Saddle Brook, NY, Class A, Pond Rules. Call Francis Lucke at (201) 335-7609.

**SEPTEMBER 21-22:** 3UR ACCR, L.I. NY, Class 3UR. Call Ed Helme at (516) 883-8453.

**SEPTEMBER 22:** Gansett Special fleet and match racing, Providence, RI, Class EC-12. Call Mike Andrea at (401) 724-5221.

**SEPTEMBER 28:** Keough Memorial, Central Park, NY, Class 10R. Call Richard Plaut at (212) 249-3772.

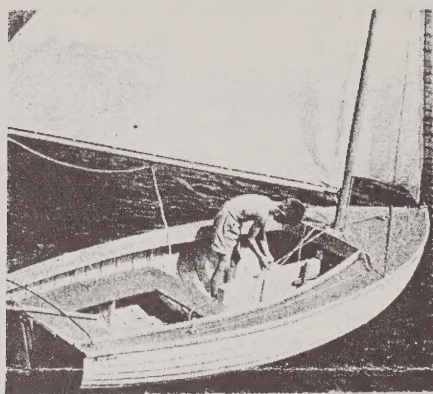
**SEPTEMBER 28:** Invitational 3UR, Heckscher, NY, Class 3UR. Call Jack Patton at (516) 421-1135.

**SEPTEMBER 29:** Randall Memorial, Springfield, MA, Any boat. Call Bernie Gaudette at (413) 525-7316.

**SEPTEMBER 29:** Eastern A Championship, Saddle Brook, NJ, Class A, Pond Rules. Call Francis Lucke at (201) 335-7609.



# Classified Marketplace



13' OLD TOWN WHITECAP sailboat, c. 1956. Has had very little use. Cotton sails, spruce spars, all brass and bronze hardware. \$4,000 with trailer. 14' STRIP-BUILT open outboard boat, cedar on oak. With mooring cover, excellent condition. \$1,500. 18' OLD TOWN SPONSON SKIFF, needs new transom, refinishing and re-canvassing. \$300 as is or have me restore it. OAT CANOE CO. Mt. Vernon, ME (207) 293-2694. (9)

GREAT PELICAN, 95% completed. Bottom has three layers of chopped strand matt, topsides two layers, per Vaites system. O/B well, spars complete, new Norseman sails. No reasonable offer refused, must sell due to illness. STAN DZIEJMA, S. Walpole, MA (617) 668-3879. (9)

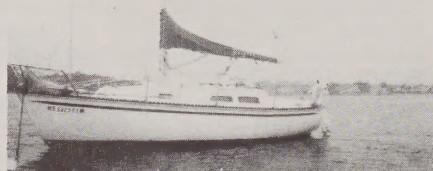
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18' CULLER STATEN ISLAND SKIFF, built in 1979, white cedar on oak frames, clinker built. With canvas sprit rig sail. Hardly used. \$3,500. PETE BAKER, Westport, MA (617) 636-3272. (9)

16' APPLEDORE POD, Martin Marine. Used 5 times, will sell as single or as double. Single price \$1,599 or B.O. ROCKY KEITH, Wellesley, MA (617) 237-6233 eves. (9)

WALT HAS 'EM: 12' NEWFOUNDLAND SKIFF, new, mahogany and oak with 7 ft. ash oars, \$695. 18' BLACK RIVER CANOE, new, both asymmetrical, one has rocker, one has not, 35.5" beam, 12.5" depth, 65 lbs weight, Coast Guard rated 590 lbs capacity. Each comes with 2 paddles, 2 life jackets, car topper. "Life Time Warranty"! All for only \$885 per canoe. 14', 9" APACHE PONY CANOE by Black River, new with 1 year warranty. Comes with two paddles, 2 life jackets and roof topper. All for only \$564. ELECTRIC TROLLING MOTORS, 20 lbs thrust, new, 4 speeds forward and reverse, \$128 each. MOTOR BRACKET for canoes, \$35 each. WALT'S BOAT & TACKLE, Dracut, MA (617) 957-5865. (9)

16' WHITEHALL sailboat, fiberglass with mahogany trim, beautiful traditional lines, excellent condition. Trailer and many extras. \$3,000. DARI FORMAN, Albion, ME (207) 437-9368. (10)



24' NEWPORT NEPTUNE sloop, 1980. C & C design. Shoal draft keel with retractable dagger board. Tandem axle trailer with brakes. Main, jib, storm jib, two genoas and spinnaker. New 7.5 hp Sailmaster. Winter cover. Standing headroom, full galley, sleeps five. Marblehead mooring for remainder of season. Cruise equipped. Safe and dry. Excellent condition, great family boat. Much TLC. \$14,000. DICK PIPPIN, Raymond, NH, (617) 658-5600, ext. 5867 days. (7)



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SEA KAYAKING PARTNER WANTED: Days, weeks or months. DAN SCHALLER, Vernon, CT, (203) 643-5681. (7)

16' OLD TOWN double ended rowboat. Built 1952. Wood with Dynel fabric. Good condition and ready to go. Has been used with sail and motor. \$500. CARL ERICKSON, Verona, NJ, (203) 438-0311, ext. 493 weekdays. (7)

16' SEDA sea kayak with flotation bags. Like new condition. \$475. Also 10-1/2' "Wee Lassie" style canoe, fiberglass construction, 28 lbs. \$10 per pound. BOB WOLFERTZ, Rosemont, NJ, (609) 397-0141. (8)

BEETLE CAT sailboat, excellent condition, with galvanized trailer. Call early a.m. LILLA CINGOLANI, Kingston, MA, (617) 585-5622. (9)

16' EASY RIDER Eskimo sea kayaks (2) fitted with bow & stern stainless steel painter eyes and toggle handles, adjustable Yakima footrests and adjustable seat and backrests. One is expedition equipped with bow a stern sealed bulkheads, two air bags, neoprene spray skirt and True Track System rudder, compass assembly, rescue lines, Kober Regatta paddle. Save over \$500, selling price \$1350. One sea cruiser including a bow sealed porthole, stern sealed bulkhead, two airbags, neoprene spray skirt, foot control rudder, compass assembly, rescue lines, Kober Regatta paddle. Save over \$500, selling price \$1150. Special combination offer, both for \$2300 with extra Kober Breakaway paddle. PATRICIA MALINOWSKI, Pittsburgh, PA (412) 665-1426, 7:30-9:00 a.m. or 5:30-9:00 p.m. (7)

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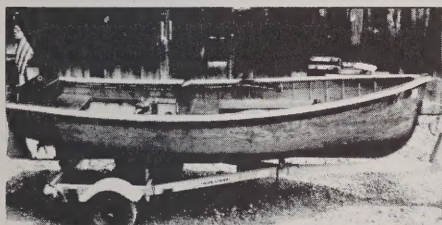
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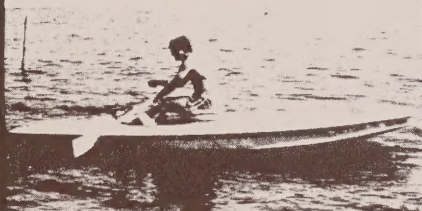
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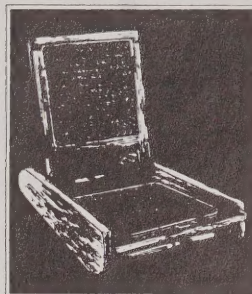


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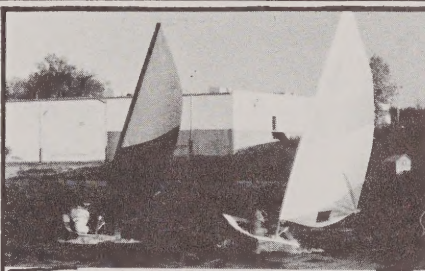
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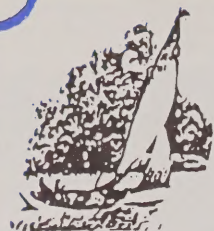
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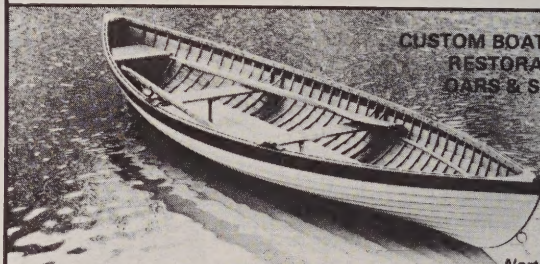
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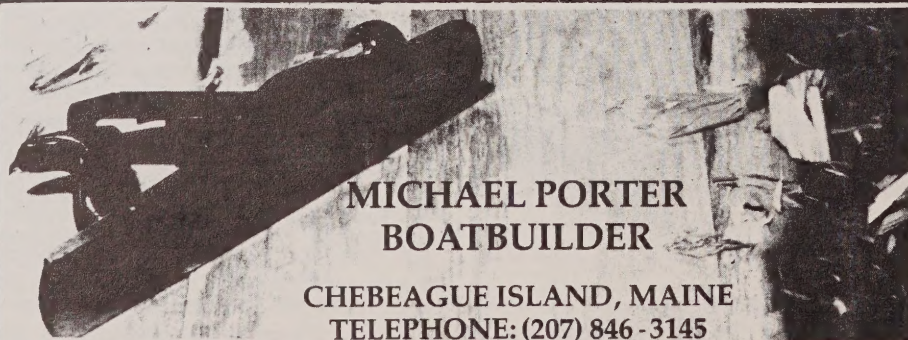
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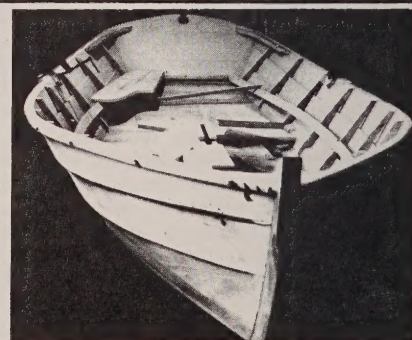
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